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SUBJECT	Aircraft Observed at Moscow 25X1	/Tushino	NO. OF PAGES 4	
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DATE OF NFO.		25X1	SUPPLEMENT TO REPORT NO	· · · · · · · · · · · · · · · · · · ·
THIS DOCUMENT CO OF THE UNITED STA AND 796, OF THE C ATION OF ITS COM IS PROHIBITED BY	ETAINS ILFORMATION AFFECTION THE MATIONAL DEFENSE YES, WITHIN THE MEASURED BY TRANSMISSION OR REVEL- TENTS IT OF RECEIPED BY AN UNAUTIONIZED PROSCULATION OF THIS FORM IS PROVIDITED. AND THE REPRODUCTION OF THIS FORM IS PROVIDITED.	THIS IS UNEVAL	.UATED INFORMATION	
f	Siplanes, single-engine sport and win-engine compercial aid airfield. There was no chang ober 1949.	ing planes, single-engineraft were observed at a in the occupation of the companion of the	ne fighters, glider the Moscow-Tushino the field prior to	s Oc
2. T	our-engine mircraft and jet of shortly before the Air Shoraft were observed to be used	fighters sometimes flew in the summer of 1949. I in training for the ac	over the field prid The following air rial review:	
_	a. Four-engine aircraft. Go armament could be clearly	seen. (1)		
	of the cabin and two of the	aree weapons in each va	იე. (2)	
	vent down in flames. The and parachuted down. Son was saved by an elector of			
	100 001 S	uac. (3)	on that the pilot	
	d. Twin-engine commercial ai	rcraft. (4)	on that the pilot	
3. fi bo fi sa be Du er ti l,	100 001 S	th the Air Show were obsices of three planes each scorted by four or six; there, by the jet fighters the jet aircraft approached of formation. Then they shift the second to the second the second to the second the second to the	perved. (5). Twin-each approached the Trighters and the trighters and the piston-engine air. from the opposite	ushino 25X tion. direc-
3. fi bo fi sa be Du er ti l,	In Twin-engine connection with maneuvers in connection with motors flying in three formations. This bomber unit was encoumber of piston-engine for tween conventional and jet for the attack on this unit aft were lost to sight. Six on. They flow in single file 500 movers from the bomber in	th the Air Show were obtains of three planes each scorted by four or six; ighters in the toponse of by the jet fighters the jet aircraft approached a formation. Then they split up, the fire right.	perved. (5). Twin-each approached the Trighters and the trighters and the piston-engine air. from the opposite	ushino 25X tion. direc-
3. fi bo fi sa be Du er ti l,	In Twin-engine connection will maneuvers in connection will mbers flying in three formations and the cumber of piston-engine fixween conventional and jet fring the attack on this unit aft were lost to sight. Six on. They flew in single file 500 meters from the bomber up a left, the other three to the	th the Air Show were obsices of three planes each scorted by four or six; there, by the jet fighters the jet aircraft approached of formation. Then they shift the second to the second the second to the second the second to the	perved. (5). Twin-each approached the Trighters and the trighters and the piston-engine air. from the opposite	ushino 25X tion. direc-
3. /i bo fi sa be Du cr ti l,	Twin-engine connection winders flying in three formateld. This bender unit was ease number of piston-engine fixween conventional and jet fring the attack on this unit aft were lost to sight. Six on. They flew in single file 500 meters from the bender une left, the other three to the	th the Air Show were obtains of three planes each scorted by four or six; ighters in the toponse of by the jet fighters the jet aircraft approached a formation. Then they split up, the fire right.	served. (5). Twin-e in approached the Test fighters and the true bomber formation the opposite were about 1,000 to irst three flying the contract of the contract three flying	ushino 25X tion. direc-

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- b. Another jet fighter was the same as type a but had a different type wing. The latter type resembled a swallow. Its speed was the same as type a. Only a few mircraft of this type were seen.
- c. The third jet fighter type had the power plant under the fusciace. The air intake under the fuselage was distinctly seen. closed and the fuselage was more compact than that of the first type. It was a midwing monoplane with no dihedral to the wings. The tail unit was the same as that of standard fighters. The coclpit was installed between the wines. These planes were a lusterless silver or Although the size was not the same as type a, this plane had a lower speed, (8)
- d. The four-engine bomber were fitted with four long radial engines. They had four-bladed propellers with thick spinner. It was a low-wing monoplane with wings in slight dihodral. Data on the landing gear was not evailable. The fusciage was long and slim with a full-vision turret, the middle of its underside not glazed. The cockpit was long, flat and turtle-shaped. This type was seen on the ground several times at Khinki and Tushino airfields. Flexible guns were mounted in the turreb, at the rear of the cockpit, on both sides of the fuselage and on the fuschage tail. A black, round, slightly arched bulgo was observed rear the guns on both sides in the fuselage. The caliber of the tail guns was estimated at about 2 cm. The calibers of the other guns were This aircraft was painted a burnished silver

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- e. The flider-towing aircraft had two radial engines with four-bladed propellers. The landing gear consisted of the nose wheel, tail wheel and main landing gear with twin wheels. This aircraft was seen on the ground. The nethod of retracting the landing gear was not observed. The fuselage was short and compact and had about four windows. The cockpit was installed near the front of the fuselage. The shape of the cockpit was not recelled in detail. This aircraft had about the same size as the well-known Douglas craft but it was slower and less maneuverable. It was painted blue-gray and had stars on the wings and elevator unit. (10)
- f. The cargo glider was a midwing monoplane, the fuscage having a pronounced This plane was about the same size as the towing aircraft. It was painted black. (11)

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Conments.

This is believed to be the sketch 1, Soviet B-29. The mentioned gun stations on both sides of fuselage and on the underside are errors in observation.

(2) See Annex 1, sketch 2. This is thought to be a two-seater Yak version. The rear gumner's station is possible, but still questionable. The power plant is cowled.

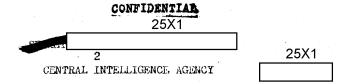
(3) See Annex 2, sketch 3. Possibly type 15, if the Location of the pilot's seat is correctly indicated.

(h) See Annex 2, sketch 4. Probably representing an II.-12. (5) See Annex 3, sketch 5. This tactical movement has a remarkable resemblance to the attack described in another report which was observed near Kiev by snother source.

(5) Annex 4, sketch 6: Believed to be type 15.

(7) Sec Annex 5, sketch 7. This has been a type described several times before, fitted with so-called swallow wings. This description may possibly be based on an optical illusion resulting from the lowered fowler flap.

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Then this movement by the attacking jet fighters was observed by the fighters escorting the bomber unit, their speed increased. They flew to meet the attacking jet fighters, trying to intercept them. Two of the attacking jet fighters engaged the escorts in combat. In the meantime the remaining attacking jet fighters, two on each side of the bomber unit, curved inward, appraiching the bomber unit. The jet fighters which had curved to the right were about 200 to 300 meters over the bomber unit. They approached the flank of the bomber unit from behind and those which had turned to the left also curved inward and approached the bomber unit from below. The bomber unit continued on its course during the attack. The bombers as well as the turbo-jet fighters fired during these maneubers. The shooting down of planes was simulated. The attacking jet fighters did not suffer any casualties. The bomber unit lost three bombers and two escorting fighters.

- $k_{\rm s}$. The demonstrations during the aerial review in Moscow were hold in the following order.
 - a. One unit of small, two-seater open, low-wing monoplanes fitted with fixed landing gears and 5-cylinder radial engines flew in a formation forming the figure Slava Staling. Their speed was very slow.
 - b. First squadrons each of nine aircraft, of the same type low-wing monoplanes as the first unit, broke up over the airfield and, flying individually, performed aerobatics and low-level flights over the airfield. They withdrew singly.
 - c. Five or six biplanes passed in review. They had flag masts on their canopy tops. Various flag designs were displayed.
 - d. Three jet fighters flew in wedge formation, approaching at an altitude of over 1,000 meters. This unit, flying in close formation, did serobatics followed by low-level flights and then withdrew in formation.
 - e. Two units of 40 to 50 IL-2 and twin-engine planes fitted with radial ongines, and one unit of four-engine aircraft flew in review. These units were continually attacked by single jet fighters and were fired on by AA artillery.
 - for flow over the field.
 - g. Individual flights were nede by jet aircraft of various types.
 - h. Parachutists jumped from a unit of bout 50 twin-engine aircraft. According to the description, these planes were Bouglas aircraft. The parachutists jumped in groups of 12 from an altitude of about 300 meters.

 Parachutists with one and two parachutes were seen. The parachutes were colored.
- 5. During the demonstrations, which lasted from about noon to 3 p.m., the aircraft approached the airfield from the west and headed east. After flying a wide curve over the town area they withdrew towards the west.
- 6. Six types of circraft observed at the air show are described below.
 - a. Some jet fighters had their power plant in the fuselage, the air intere was in the mose of fuselage, the jet in the tail of the air-craft. The fuselage was noticeably slim. It was a midwing monoplane, the wings having a pronounced sweep-back and taper but no dihedral. The time tips were not numbered. There was no dihedral of the elevator unit. The flat cockpit was approximately between the wings. The plane was a fusionless silver with no noticeable identification marks. This was the fastest plane in this review, having an estimated speed of 900 km/ph. However, according to Soviet civilians, its maximum speed was 1,500 km/ph. (6)

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		ČENTRAL	INT	ELLIGENCE AGENCY
as sn	eten 2	1		Believed to be a two-seater Yak-type, same
(9) See A B-29.	nnex 7	, sketch	9.	Same as sketch 1, thought to be a Soviet
(10) See A	nnox y	sketch	10.	Same as sh toh h, probably an IL-12. This is though to be the Yakovlov or Tsybin
(12) This	gilder, report It woul	reflect	s th	a accuracy of observation possible to repatriated to assume the existence of new type at recraft
9 innexes	(I)	Sketch Sketch		Four-Engine Dombor Seen at Moscow-Tushino Two-Seater Jet Plane Seen at Moscow-Tushino
	(2)	Sketch Sketch	3:	Jet Plane Seen over Tushino Twin-Engine Commercial Aircraft Seen over Tushino
	(3) (4)	Skøtch Sketch		Air Laneuver Seen During the 1949 Air Show Jet Fighter Seen During the Loscow Air Show
	(5)	Sketch		Fighter Seen during the Moscow Air Show
	(6) (7)	Sketch Sketch		Jet Fighter Seen during the Moscow Air Show Four-Engine Bomber Seen during the Moscow Air
	(8)	Sketch	10:	Show Aircraft Seen Towing Cargo Cliders during the
	(9)	Sketch	7 7 e	Moscow Air Show Carro Glider Seen during the Moscow Air Show

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